



**City Summary Crash Report**

**1/1/2017 to 12/31/2017**

City : Gardner | \*See Notes at End of Report.

Gardner	Number Of Crashes				Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury	Property Damage				A	B	C	O
<b>WEATHER CONDITION</b>											
Clear	6	1	1	4	9	1	2	0	2	0	10
Rain	1	0	1	0	2	0	1	0	0	1	1
Snow	1	0	0	1	1	0	0	0	0	0	1
<b>TOTALS</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>12</b>
<b>TYPE OF CRASH</b>											
Angle	2	0	1	1	4	0	1	0	0	1	3
Animal	1	0	0	1	1	0	0	0	0	0	3
Fixed Object	1	0	0	1	1	0	0	0	0	0	1
Overturned	2	1	1	0	2	1	2	0	2	0	0
Rear End	1	0	0	1	2	0	0	0	0	0	3
Turning	1	0	0	1	2	0	0	0	0	0	2
<b>TOTALS</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>12</b>



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
<b>CLASS OF CITY</b>												
0 TO 2,500	8	1	2	5	12	1	3	0	2	1	12	
<b>TOTALS</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>12</b>	
<b>ROAD SURFACE CONDITION</b>												
Dry	5	1	1	3	7	1	2	0	2	0	7	
Snow or Slush	1	0	0	1	1	0	0	0	0	0	1	
Wet	2	0	1	1	4	0	1	0	0	1	4	
<b>TOTALS</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>12</b>	



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		Fatal	Injury	Property Damage	Killed		Injured	A	B	C	O	
<b>CLASS OF TRAFFICWAY</b>												
Controlled Rural		3	1	0	2	3	1	0	0	0	0	4
County & Local Roads Rural		4	0	1	3	7	0	2	0	2	0	7
State Numbered Rural		1	0	1	0	2	0	1	0	0	1	1
<b>TOTALS</b>		<b>8</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>12</b>
<b>DAY OF WEEK</b>												
Sunday		1	0	0	1	1	0	0	0	0	0	1
Monday		3	1	1	1	4	1	1	0	0	1	4
Thursday		2	0	0	2	4	0	0	0	0	0	5
Friday		1	0	0	1	2	0	0	0	0	0	2
Saturday		1	0	1	0	1	0	2	0	2	0	0
<b>TOTALS</b>		<b>8</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>12</b>



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
<b>TIME OF DAY</b>												
02 AM	1	0	0	1	1	0	0	0	0	0	0	1
05 AM	1	0	0	1	1	0	0	0	0	0	0	3
Noon	1	0	0	1	2	0	0	0	0	0	0	2
2 PM	1	0	1	0	1	0	2	0	2	0	0	0
3 PM	1	0	0	1	2	0	0	0	0	0	0	2
4 PM	2	0	1	1	4	0	1	0	0	1	1	4
5 PM	1	1	0	0	1	1	0	0	0	0	0	0
<b>TOTALS</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>12</b>



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>LIGHT CONDITION</b>											
Darkness	1	1	0	0	1	1	0	0	0	0	0
Dawn	1	0	0	1	1	0	0	0	0	0	3
Daylight	6	0	2	4	10	0	3	0	2	1	9
<b>TOTALS</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>12</b>
<b>ROAD DEFECTS</b>											
No Defects	8	1	2	5	12	1	3	0	2	1	12
<b>TOTALS</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>12</b>



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>TRAFFIC CONTROL</b>											
Lane Use Marking	3	1	0	2	3	1	0	0	0	0	4
No Controls	3	0	1	2	5	0	2	0	2	0	5
Stop Sign/Flasher	2	0	1	1	4	0	1	0	0	1	3
<b>TOTALS</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>12</b>
<b>ROADWAY FEATURE</b>											
Bridge	1	0	0	1	1	0	0	0	0	0	1
Not Applicable	7	1	2	4	11	1	3	0	2	1	11
<b>TOTALS</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>12</b>



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Gardner	Number Of Persons							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>DRIVER CONDITION</b>											
Fatigued	1	1	0	0	1	1	0	0	0	0	0
Normal	11	0	3	8	11	0	2	0	1	1	9
<b>TOTALS</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>9</b>

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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>DRIVER AGE/GENDER</b>												
16												
	Female	2	0	0	2	2	0	0	0	0	0	2
18												
	Male	1	0	0	1	1	0	0	0	0	0	1
19												
	Female	1	0	0	1	1	0	0	0	0	0	1
22-24												
	Female	1	0	1	0	1	0	1	0	0	1	0
	Male	3	0	1	2	3	0	0	0	0	0	3
25-29												
	Male	1	0	0	1	1	0	0	0	0	0	1
50-54												
	Male	1	1	0	0	1	1	0	0	0	0	0
55-59												
	Female	1	0	0	1	1	0	0	0	0	0	1
60-64												
	Male	1	0	1	0	1	0	1	0	1	0	0
<b>TOTALS</b>		<b>12</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>9</b>



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>PASSENGER AGE/GENDER</b>												
22-24												
	Female	1	0	0	1	1	0	0	0	0	0	1
25-29												
	Male	2	0	0	2	2	0	0	0	0	0	2
60-64												
	Female	1	0	1	0	1	0	1	0	1	0	0
<b>TOTALS</b>		<b>4</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>



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	Number Of Persons				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury						A	B	C	O

**PEDALCYCLIST AGE/GENDER**

Gardner	Number Of Vehicles				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury						A	B	C	O

**VEHICLE DEFECTS**

None	12	1	3	8	12	1	3	0	2	1	12
<b>TOTALS</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>12</b>

**VEHICLE TYPE**

Motorcycle (Over 150cc)	1	0	1	0	1	0	2	0	2	0	0
Passenger	5	0	1	4	5	0	1	0	0	1	6
Pickup	3	0	1	2	3	0	0	0	0	0	3
SUV	2	0	0	2	2	0	0	0	0	0	3
Van/Mini-Van	1	1	0	0	1	1	0	0	0	0	0
<b>TOTALS</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>12</b>

**Notes**

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.